

CALLS FOR HELP PRECEDE SHIP IN

Many Ill and Hurt, Said
Apparent Wireless
Messages.

MRS. ASTOR NOT SICK

And No Need for Coroners
Who Had Gone to
Meet the Ship.

RELIEF WELL ORGANIZED

Women, Hospitals, the Red
Cross and Other Societies
All Assist.

Before the Carpathia slipped through
the fog and entered the harbor the air
had given up the news of the suffering
among the survivors of the Titanic horror.

Scores of the rescued were ill or injured,
so steamship people were informed by
snatches of wireless talk that were relayed
here from the great land stations on the
coast. Many were hurt, so the reports
went, when the Titanic dashed against the
iceberg. Others were the victims of the
bitter cold as they waited in the little
open boats for help to come.

It was reported early that Mrs. John
Jacob Astor was in a dangerous condition,
but that turned out to be untrue. The
White Star Line heard directly from J.
Bruce Ismay, its managing director,
although the line declined to say what
was the message. It is known, however,
that word was sent from the Carpathia
that Mr. Ismay was picked up shoeless and
half naked. In frequent flashes came
other messages from the ship of mourning,
messages which led the steamship
officials to believe that there would be need
for doctors and nurses and ambulances—
perhaps for those that receive the dead.
Unable to construct a clear story of condi-
tions aboard the Carpathia, executives
of both the White Star and the Cunard
lines knew, however, that the arrival
of the ship at her pier would be a time
for merciful ministrations and pitying
care.

Ambulances for Many.

They were not dependent alone on their
ship captain for hints of the truth. All
day long physicians—the family doctors
of well known people whose names are
in the list of Titanic survivors—visited
the two offices and gave what little news
there was in the personal messages they
had received from the Carpathia. In this
way it became known that many of those
saved from the glut of the sea had suffered
much from exposure.

By nightfall it was known by the Cunard
line that at least twenty private ambulances
had been called for by passengers on the
Cunard liner. And besides these
whatever equipment could be supplied
by city hospitals or by private philan-
thropy was ready to give aid to the suffering
and make easier the progress of the
bereaved and destitute. The great hospi-
tals held their ambulances in waiting.
Mrs. William K. Vanderbilt, Jr., and other
women secured private automobiles, Fifth
avenue electric buses, carriages—what-
ever vehicle could be of service. The
women's relief committee, with Mrs.
Vanderbilt and Mrs. E. H. Harriman
and Mrs. Nelson H. Henry at its head,
were waiting to take charge of the women
survivors.

Systematic Relief.

The most careful and systematic plans
were made for the reception and transfer
to homes, hotels or institutions of the
Titanic's survivors.

Mayor Gaynor and Police Commis-
sioner Waldo had intended to go down
the bay in the police boat Patrol to ac-
company the Carpathia to her pier and
then to take charge of the police arrange-
ments on the dock and in the streets
outside. They were unable to carry
out this plan, because the Cunard ar-
rived sooner than she was expected.
By the time the captain in charge of the
harbor squad could get word to the
Mayor and to Mr. Waldo that the Car-
pathia had passed Quarantine she was
being warped into her dock.

In anticipation of the enormous number
that would, for a variety of reasons,
credible or otherwise, surge onto the
Cunard pier at the coming of the Car-
pathia, Mr. Gaynor and the Police Com-
missioner had seen to it that the streets
should be rigidly sentinelled by continuous
lines of policemen. Under Inspector
George McCluskey, the man of most expe-
rience perhaps in handling large
crowds, there were 200 men, including
twelve mounted men and a number in
plain clothes. For two blocks to the
north, south and east of the docks lines
were established through which none
save those bearing passes from the Gov-
ernment and the Cunard Line could pene-
trate.

With all arrangements made that expe-
rience or information could suggest,
the authorities settled down to await
the docking of the Carpathia. No word
came to either the White Star Line or
the Cunard Line, they said, that any of
the Titanic's people had died on that ship
or that bodies had been recovered from
the sea, but in the afternoon Mayor Gay-
nor sent word to the Board of Coroners
that it might be well for some of that body
to meet the incoming ship. Coroners
Feinberg and Holtzhauser with Coroner's
Physician Weston arranged to go down
the bay on the Patrol, while Coroner
Helenstein waited at the pier. An
undertaker was notified to be ready if
needed. Fortunately there was no such
need.

Every possible measure of relief for the

THE new Woolworth
Building, the tallest
in the world, is being
built Fire Proof and Fire
Safe with the product of
this Company.

Watch its growth. It is a
remarkable demonstra-
tion of how a building is
built on which can be
set **The Seal of Safety.**

**National
Fire Proofing
Company**
Flatiron Building
General Office:
PITTSBURGH, PA.
Established 1889



survivors that could be thought of by offi-
cials of the city, the Federal Govern-
ment, by the heads of hospitals and the
Red Cross and relief societies was arranged
for.

Hospitals Volunteer.

The Municipal Lodging House, which has
accommodations for 700 persons, agreed
to throw open its doors and furnish lodg-
ing and food to any of the survivors as long
as they should need it. Commissioner of
Charities Drummond did not know yester-
day, of course, just how great the call
would be for the services of his depart-
ment. He went to the Cunard pier last
night to direct his part of the work in
person. Meanwhile he had twenty ambu-
lances ready for instant movement on the
city's pier at the foot of East Twenty-
sixth street. They were ready to take
patients to the reception hospital con-
nected with Bellevue or the Metropolitan
Hospital on Blackwell's Island. Ambu-
lances from the Kings County Hospital in
Brooklyn were also there to do their
share. All the other hospitals in the city
stood ready to take the Titanic's people
and those that had ambulances promised
to send them. The Charities ferryboat
Thomas S. Brennan, equipped as a hospi-
tal craft, lay off the department pier
with nurses and physicians ready to be
called to the Cunard pier on the other
side of the city. St. Vincent's Hospital
had 120 beds ready. New York Hospital,
twelve, Bellevue and the reception hospi-
tal 120 and Flower Hospital twelve.

The House of Shelter maintained by the
Hebrew Sheltering and Immigrant Aid
Society announced that it was able to
care for at least fifty persons as long as
might be necessary. The German Society
of New York, the Irish Immigrant Society,
the Italian Society, the Swedish Immi-
grant Society and the Young Men's Chris-
tian Association were among the organi-
zations that also offered to see that no
needy survivor would go without shelter.
Mrs. W. A. Bastedo, whose husband
is a member of the staff of St. Luke's Hospi-
tal, offered to the White Star Line
yesterday the use of the newly opened
ward at St. Luke's, which will accommo-
date from thirty to sixty persons. She
said that the hospital would send four
ambulances with nurses and doctors
and that she had collected clothing enough
for fifty persons. The line accepted her
offer and said that the hospital would be
kept informed as to what was needed.
A trustee of Bellevue also called on the
White Star offices to offer ambulances.
He said that five or six, with two or three
doctors and nurses on each, would be sent
to the pier if required.

Many other hospitals as well as indi-
viduals called at the Mayor's office yester-
day expressing willingness to take
in anybody that should be sent to them.
A woman living in Fifth street just
off Fifth avenue wished to put her home
at the disposal of the survivors. Dr. H.
Knorr of 192 Waverly place told the Mayor
that he could take care of 100 and give
them both food and lodging at the Arden-
ton, Holly and Earl hotels. Commissioner
Drummond visited the City Hall and
arranged with the Mayor the plans for
the relief to be extended directly by the
city. Mr. Drummond said that omni-
buses would be provided to transfer
passengers from the ship to the Municipal
Lodging House.

100 Private Automobiles Offered.
Mrs. W. K. Vanderbilt, Jr., spent the
day telephoning to her friends, asking
them to let their automobiles be used
to meet the Carpathia and take away
those who needed surgical care. It was
announced last night that as a result
of Mrs. Vanderbilt's efforts 100 limousine
automobiles and all the Fifth avenue
and Riverside Drive automobile bases
would be at the Cunard pier.

Immigration Commissioner Williams
said yesterday that he would be at the pier
when the Carpathia came in. There was
to be no inspection of immigrants at Ellis
Island. Instead, the Commissioner sent
seven or eight inspectors to the pier to
do their work there and he asked them
to do it with the greatest possible speed
and the least possible bother to the ship-
wrecked aliens. The immigrants who
had no friends to meet them were to be
provided for until their cases could be
disposed of. Mr. Williams thought that
some of them who had lost everything
might have to be sent back to their homes.
Those who were to be admitted to the
United States were to be cared for by the
Women's Relief Committee.

Red Cross Plans.

Robert W. de Forest, chairman of the
Red Cross relief committee of the Charity
Organization Society, talked with Mayor
Gaynor yesterday. Mr. de Forest said
later that in addition to an arrangement
that all funds received by the Mayor
should be paid to Jacob H. Schiff, the New
York treasurer of the American Red Cross,
the committee had decided that it
could turn over all the immediate relief
work to the women's relief committee.
The Red Cross would hold itself in reserve
to meet demands for permanent relief.

The Red Cross committee had a meet-
ing last night at the Charities Building.
It announced that careful plans had been
made to provide for every possible emer-
gency. At the meeting there were pres-
ent Robert W. de Forest, Dr. Edward
T. Devine, Mrs. John M. Glenn, Miss
Florence M. Johnson, Mrs. William B.
Rice, Mrs. W. K. Draper and W. Frank
Persons. It was decided to augment the
committee, in view of the foreseen emer-
gency, by adding Mrs. Nelson Henry,
Mrs. Richard Irvin, Miss Eleanor Hewitt
and Immigration Commissioner William
Williams.

The emergency committee received a
telegram that Ernest P. Rieckell, director
of the American Red Cross, was coming
from Washington. The Red Cross eme-

gency relief committee was to have several
representatives at the pier to look out for
the passengers on the Carpathia. Mr.
Persons and Dr. Devine were to be there
and it was planned to have others.

The office of the committee is at present
in the Charity Organization Society,
165 East Twenty-second street. A tele-
phone office will be opened if it is found
to be necessary. Mr. de Forest explained
that the Red Cross committee had per-
fected its plans, and he was certain that
there would be no delay or difficulty
about providing whatever relief was
found to be necessary.

Room for 5,000 if Necessary.

Mayor Gaynor estimated last night
that more than 5,000 persons could be
accommodated in quarters offered through
his orders. Most of those offers of course
would have to be rejected. The Mayor
also said that Col. Conley of the Sixty-
ninth Regiment offered to turn out his
regiment to police the pier, but it was
thought that such service would be un-
necessary.

The Salvation Army offered through
the Mayor's office accommodation for
thirty-five men at the Industrial Home,
533 West Forty-eighth street, and for
twenty others at its hotel, 18 Chatham
street. The army's training school at
124 West Fourteenth street was ready
to take twenty or thirty survivors. R.
H. Farley, head of the White Star's third
class department, said that the line would
give all the steerage passengers railroad
tickets to their destination.

The Messrs. Shubert announced that
there will be a benefit for Titanic sur-
vivors at the Hippodrome on Sunday
night, April 20. Associated with the
Shuberts in the undertaking are Law
Fields, William A. Brady, Winthrop
Ames, Fred C. Whitney, John Cort, Oliver
Morocco, Lewis Waller and other man-
agers.

White Star Office Relieved.

P. A. S. Franklin, vice-president of the
International Mercantile Marine, insisted
last evening that he had not received, nor
had the White Star Line or any official
of it, any wireless message direct from
the Carpathia yesterday.

"We have no information," he said,
"that Mr. Ismay is frantic, that he is half
crazed. No such message has come to us.
We have received no word of the condi-
tion of the passengers. We have
ordered ambulances to be at the pier.
That step is taken as a precaution."

"Don't you know, or haven't you been
informed, that the condition of the pas-
sengers of the Carpathia, those rescued
from the Titanic, is such that twenty
ambulances have been ordered to meet
the steamer?"

"I do not know it, and I haven't heard
it," he answered.

"Will the officers and members of the
crew of the Titanic who have been saved
be allowed to tell their story?" Mr. Frank-
lin was asked.

"I do not know," he replied.

"How about Mr. Ismay?"

"I cannot speak for Mr. Ismay. There
is no question that he is overwhelmed by
grief. I guess you can understand that.
He has said nothing in these personal
messages of the accident."

"Will Mr. Ismay voluntarily go before
the Senate investigating committee?"

"I believe so," said Mr. Franklin. "The
White Star Line welcomes the investiga-
tion. It has nothing to conceal. We will
be glad to have a thorough investigation
of whatever happened."

There was a report earlier in the day
that Mr. Ismay would be taken off the
Carpathia by the Cunard of the White
Star Line, which sailed yesterday. Mr.
Franklin said he knew nothing of it and
did not believe it.

ASSEMBLY ON THE PIER.

Doctors, Nurses, Relatives, Stock
Exchange Men With Few Money.

Long before dark a few people passed
the police lines and with a yellow card
were allowed to go on the dock; but re-
ports had been published that the Car-
pathia would not be in till midnight, and
by 8 o'clock there were not more than
200 people on the pier. In the next hour
the crowd with passes trebled in number.
By 9 o'clock the pier held half as many
as it could comfortably contain. The
early crowd did not contain many women
relatives of the survivors. Few nervous
people could be seen, but now and then
was a woman, usually supported by two
male escorts, the woman weeping softly to
herself.

Among the first to arrive was a com-
mittee from the Stock Exchange headed
by R. H. Thomas and composed of Charles
Knoblauch, B. M. W. Baruch, Charles Hol-
derberg and J. Carlisle. Mr. Thomas
carried a long black box which contained
\$5,000 in small bills, which was to
hand out to the needy steerage sur-
vivors of the Titanic as they disembarked.
Lincolnton for Mrs. Astor's Ambu-
lance.

With the early arrivals at the pier
were the relatives of Frederick White,
who was not reported among the sur-
vivors, though Mrs. White was Harry
Mock, who came to look for a brother and
sister; Eva Ballington Booth, with a squad
of Salvation Army helpers; Vincent
Astor, who arrived in a limousine with
William A. Dobson, Col. Astor's secre-
tary, and two doctors. The limousine
was kept waiting outside to take Mrs.
Astor to the Astor home in Fifth avenue.
The Waldorf-Astoria had sent over
eight limousine cars to convey to the
hotel these survivors.

Mrs. Mark Fortune and three daugh-
ters, Mrs. Lucien P. Smith, Mrs. J. Stewart
White, Mrs. Thornton Davidson, Mrs.
George C. Douglas, Mrs. George D. Wide-
r and maid, Mrs. George Wick, Miss
Bonnell, Miss E. Ryerson, Mrs. Susan
P. Ryerson, Mrs. Arthur Ryerson, Miss
Mary Wick, the Misses Howell, Mrs. John
P. Snyder and Mr. and Mrs. D. H. Bishop.
Two ambulances from St. Vincent's
and five from the Volunteer Hospital came
to the pier with fourteen doctors and
a squad of white capped nurses. The
ambulances also were loaded down with
blankets, warm clothing and hot foods,
which the nurses kept warm on electric
stoves in one corner of the steel and
concrete pier.

Free Railroad Transportation.

The Pennsylvania Railroad sent repre-
sentatives to the pier who said that the
railroad had a special train of nine cars
in which it would carry free any pas-
senger who wanted to go immediately
to Philadelphia or points west. The Penn-
sylvania also had eight taxicabs at the
pier for conveyance of the rescued to the
Pennsylvania Station, in Thirty-third
street.

Among those who later arrived at the
pier before the Carpathia docked were
P. A. B. Widener of Philadelphia, two
women relatives of J. B. Thayer, William
Harrie, Jr., the theatrical man, who
was accompanied by Dr. Dinkelspiel, and
Henry Arthur Jones, the playwright.

Relatives of Saved and Lost.

Commander Booth of the Salvation
Army was there especially to meet Mrs.

Polish the Bath Tub
with
Dearline
Removes All
Stains



Elizabeth Nye and Mrs. Rogers Abbott,
two Titanic survivors, Mrs. Abbott's
two sons were supposed to be among the
lost. Miss Booth had received a cable-
gram from London saying that other
Salvation Army people were on the
Titanic. She was eager to get news of
them.

Also on the pier was Major Blanton,
U. S. A., stationed at Washington, who
was waiting for tidings of Major Butt,
supposedly at the instance of President
Taft.

Senator William A. Clark and Mrs.
Clark were also in the company. Dr.
John R. Mackenty was waiting for Mr.
and Mrs. Henry S. Harper, Ferdinand
W. Roehling and Carl G. Roehling, cousins
of Washington A. Roehling, Jr., whose
name is among the list of dead, went to
the pier to see what they could learn of
his fate.

Mr. Morgan, Jr., arrived at the pier
about half an hour before the Carpathia
docked. He said he had many friends
on the Titanic and was eagerly await-
ing news of all of them.

Fire Commissioner Johnson was there
with John Peck of Atlanta, Ga., a brother
of Mrs. Jacques Futelle. Mrs. Futelle
has a son 12 years old in Atlanta and a
daughter Virginia who has been in school
in the North and is at present with friends
in this city, ignorant of her father's death.

A Man in Hysterics.

There was one man in that sad wait-
ing company who startled those near him
about 9 o'clock by dancing across the pier
and back. He seemed to be laughing,
but when he was stopped it was found
that he was sobbing. He said that he had
a relative on the Titanic and had lost con-
trol of his nerves.

H. H. Brunt of Chicago was at the gang-
plank waiting for A. Sanfield, head of
the wholesale drug firm of Sparks, White
& Co. of London, who was coming to this
country on the Titanic on a business trip
and whose life was saved.

Mr. Lavelle Offers Help.

About an hour before the Carpathia
arrived at her pier Monsignor Lavelle
of the Cathedral, and Father Henry,
head of the Mission of the Holy Rosary
in State street, a home for Irish im-
migrant girls, marshalled about twenty
nuns from St. Vincent's and from St.
Francis Hospital, The Bronx, on the
pier. They were followed by fourteen
physicians and attendants from seven
ambulances bearing stretchers, blankets
and pillows.

Mr. Lavelle said he knew nobody
among those saved from the Titanic,
but that he wished to offer the services
of both hospitals freely to any persons
in need of assistance. The monsignore
also said that the sisters are all trained
nurses and ready to pay special atten-
tion to any injured. When it was found, however, that their services were not
needed, they gave their attention to
women who were unaccompanied, and
besides supplying them with necessities
in the way of clothing, supported them
as they left the pier.

CROWD OUTSIDE THE PIER.

Kept So Far Back That Any Disor-
der Was Impossible.

The street crowd was kept so far back
from all approach to the pier that dis-
order was impossible. The crowd was
never allowed within two blocks.
Police Commissioner Waldo, who fol-
lowed the Carpathia up from the lower
bay in the police boat Patrol, was in
charge. Before the Patrol got in the
police were under the command of In-
spector McCluskey, who had under him
Capt. O'Brien of Traffic C as his aid.
There were twenty-five mounted patrol-
men, seventy-five traffic policemen on
foot, 200 patrolmen and fifty Central Office
detectives, with a considerable number of
lieutenants and sergeants keeping the men
in the places to which they were assigned.
While the crowd was waiting for the
Carpathia to dock the scene resembled
a military manoeuvre in the night as much
as anything, with squads of twenty or
so policemen marching this way and that
at short intervals.

A Capsized Boat.

"One boat arrived with the unconscious
body of an English Colonel. He had been
taking out his mother on a visit to three
others of her sons. He had succeeded in
getting her away in one of the boats and
he himself had found a place in another.
When but a few yards from the ill fated
ship the boat containing his mother cap-
sized before his eyes.

Immediately he dived into the water
and commenced a frantic search for her.
But in vain. Boat after boat endeavored
to take him aboard, but he refused to give
up, continuing to swim for nearly three
hours until even his great strength of
body and mind gave out and he was hauled
unconscious into a passing boat and
brought aboard the Carpathia. The
doctor gives little hope of his recovery.
He has spoken to nobody.

"There were, I understand, twelve
newly married couples aboard the big ship.
The twelve brides have been saved, but
of the husbands all but one, have per-
ished. That one would not have been
saved, but that he was appealed to to assist
to man a lifeboat. Think of the self-sac-
rifice of these eleven heroes, who stood
on the doomed vessel and parted from
their brides forever, knowing full well
that a few brief minutes would end all
things for themselves.

"Many similar pathetic incidents could
be related. Sad eyed women roam sim-
ply about the ship still looking vainly
for husband, brother or father. To com-
fort them is impossible. All human
efforts are being exerted on their behalf.
Their material needs are satisfied in every
way. But who can cure a broken heart?

Saved Her Pomeranian.

"One of the earlier boats to arrive was
seen to contain a woman tenderly clas-
ping a pet pomeranian. When assist-
ed to the rope ladder and while the
rope was being fastened around her she
emphatically refused to give up for a sec-
ond the dog which was evidently so
much to her. He is now receiving an care-
ful and tender attention as his mistress.

"A survivor informs me that there was
on the ship a lady who was taking out
a huge great dane dog. When the boats
were rapidly filling she appeared on deck
with her canine companion and sadly
entreated that he should be taken off
with her. It was impossible. Human
lives, those of women and children, were
the first consideration. She was urged
to seize the opportunity to save her own
life and leave the dog. She refused to
desert him and has, I understand, sacri-
ficed her life with him.

"One elderly lady was bewailing to a
steward that she had lost everything.
He indignantly replied that she should
thank God her life was spared, never
mind her replaceable property. The reply
was pathetic.

"I have lost everything—my husband,

Taft Orders Flags at Half Mast.

WASHINGTON, April 18.—President
Taft has ordered that all flags on Gov-
ernment buildings be half-masted on ac-
count of the Titanic disaster.

STEWARD'S STORY OF THE RESCUE AT SEA

Two Passengers and Two of Ti-
tanic's Crew Were Dying
When Taken Aboard.

ONE WOMAN SAVED A DOG

An English Colonel Swam for
Hours When Boat Capsized
With His Mother.

A steward of the Carpathia prepared
this narrative:

"At midnight on Sunday, April 14, I
was promoting the deck of the steamer
Carpathia, bound for the Mediterranean
and three days out from New York, when
an urgent wireless message came to my room
from the chief steward, E. Harry Hughes.
I then learned that the White Star liner
Titanic, the greatest ship afloat, had
struck an iceberg and was in serious
difficulties.

"We were then already steaming at our
greatest power to the scene of the disaster.
Capt. Rostron having immediately given
orders that every man of the crew should
stand by to exert his utmost efforts.
Within a very few minutes every prepa-
ration had been made to receive two or
three thousand persons. Blankets were
placed ready, tables laid with hot soups
and coffee, bedding, etc. prepared, and
hospital supplies and surgeries laid out
ready to attend to any injured.

"The men were then mustered in the
saloon and addressed by the chief steward.
He told them of the disaster and appealed
to them in a few words as Britishers to
show the world what stuff they were
made of and to add a glorious page to the
history of the empire, and right well did
the men respond to the appeal. Every
lifeboat was manned and ready to be
launched at a moment's notice. Nothing
further could be done but anxiously wait
a look out for the ship's distress signal.

"Our Marconi operator, whose unceas-
ing efforts for many hours deserve the
greatest possible praise, was unable at
this time to get any reply to the urgent
inquiries he was sending out and he
feared the worst.

"At last a blue flare was observed, to
which we replied with a rocket. Day was
just dawning when we observed a boat
in the distance.

Iceberg and First Boat Sighted.

"Eastward on the horizon a huge
iceberg, the cause of the disaster, majes-
tically reared two noble peaks to heaven.
Rope ladders were already lowered and
we have to near the lifeboat, which was
now approaching us as rapidly as the
nearly exhausted efforts of the men at
the oars could bring her.

"Under the command of our chief officer,
who worked indefatigably at the noble
work of rescue, the survivors in the boat
were rapidly but carefully hauled aboard
and given into the hands of the medical
staff under the organization of Dr. Moeie.
We then learned the terrible news that
the Titanic vessel, the unsinkable Ti-
tanic, had gone down one hour and ten
minutes after striking.

"From this time onward lifeboats con-
tinued to arrive at frequent intervals.
Every man of the Carpathia's crew was
unsparring in his efforts to assist to tenderly
comfort each and every survivor. In
all sixteen lifeboats were received, con-
taining altogether 720 persons, many in
simply their night attire, others in
evening dress, as if direct from an after
dinner reception or concert. Most con-
spicuous was the coolness and self pos-
session, particularly of the women.

"Pathetic and heartrending incidents
were many. There is not a man of the
rescue party who was not moved almost
to tears. Women arrived and frantically
rushed from one gangway to another
eagerly scanning the fresh arrivals in the
boats for a lost husband or brother.

A Capsized Boat.

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body of an English Colonel. He had been
taking out his mother on a visit to three
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fort them is impossible. All human
efforts are being exerted on their behalf.
Their material needs are satisfied in every
way. But who can cure a broken heart?

Saved Her Pomeranian.

"One of the earlier boats to arrive was
seen to contain a woman tenderly clas-
ping a pet pomeranian. When assist-
ed to the rope ladder and while the
rope was being fastened around her she
emphatically refused to give up for a sec-
ond the dog which was evidently so
much to her. He is now receiving an care-
ful and tender attention as his mistress.

"A survivor informs me that there was
on the ship a lady who was taking out
a huge great dane dog. When the boats
were rapidly filling she appeared on deck
with her canine companion and sadly
entreated that he should be taken off
with her. It was impossible. Human
lives, those of women and children, were
the first consideration. She was urged
to seize the opportunity to save her own
life and leave the dog. She refused to
desert him and has, I understand, sac